A Street Railway.

THE COUNCIL HEARS THE REMONSTRANCE ADVOCATED AND THEN GRANTS THE FRANCHISE —THE TELEPHONE PLANT.

The *Spectator* last week had a report of the Council proceedings at the session on the night of the 3rd instant. The consideration of the ordinances for the government of an Electric Street Railway was then further considered and postponed to an adjourned meeting, the 5th instant, at which were present Messrs. Berkeley, President, Armentrout, Bell, Butts. Crimmens, Crowle, McQuaide, and Tams—8. Absent, Messrs. Bargamin, Craig, Summerson and Weller—4. The session was for general purposes, and Mr. McQuaide, of the Street Committee, which has in charge the orders of the Council respecting the forfeited franchise granted a telephone company, made a verbal report as a sequel to the proceedings of the previous session to this effect—Mr. McClure representing the Bell Telephone company which has the present exclusive right of the American Bell Telephone, and Mr. Rosenberger who represents the company who own the poles and wires, had agreed upon terms whereby the Bell company could re-establish the exchange, and the agreement had gone forward to headquarters for ratification.

Mr. Tams called up the question of the proposed franchise for a street railway. A number of citizens were present and occupied seats in the Council Chamber. George S. Lightner, Esq., Attorney for the signers to the petition opposing the franchise, being present, was invited to state the views of those he represented. This he did in a clear, logical, and forcible address, from the stand-point he occupied, citing Light Street, Baltimore, the center of the heavy trade of that city as Augusta street is of Staunton, and upon Light street, the street-railway franchise had always been refused. He presented the views of the signers to the remonstrance. They were not antagonists, as had been stated, to the progress and advancement of the city in its trade and growth and prosperity—on the contrary, they were the fast friends of all proper development, and he proceeded to name other streets where the railway could be placed without harm to the commence it would damage if laid down on Augusta St., between the Chesapeake and Ohio Depot and Frederick street. Many other than the names signed to the paper could have been obtained, but in this matter the consideration was confined to the objections as stated. He had expected to see here, Mr. J A Fauver, Mr. B F Eakle, Mr. Frank Alexander, and others, who had moved in this matter, and asked for a further postponement of the question till all the lights could be thrown upon it.

Mr. Tams replied to the views presented by Mr. Lightner. He knew the signers were all interested as property-holders and business men and citizens, and sincere in their convictions, but at the same time he was as well satisfied that they were mistaken in their conclusions. The ordinances prepared, as well as those previously adopted, had been long and thoroughly considered. When it was proposed to confer the franchise upon the Staunton Improvement company, there were no objections to it, and he could not see why there should be now, when it is proposed to extend it upon the some streets to the company now willing to accept it under more favorable guaranties to the city and its citizens. He had made the whole matter of narrow streets (the point in the objection now presented) a careful study aided by personal examination in New York, Philadelphia and Baltimore. Chesnut, the great business street of Philadelphia, is only twenty-six feet wide between the curb-stones, and upon it was a street railway and a commerce conducted by wagons, drays, carriages, etc., in a constantly going and coming stream, the street cars going at the same time, and yet there was perfect regulation and not a serious jar at any time. He said the trouble was that wagons bearing trade for Staunton were allowed to stand on Augusta street indefinitely,—that it was, in fact, a wagon yard—and this should not be so. There was no necessity for such privileges, and they should be discontinued. He knew of no new facts to be considered, and he desired to see the question ended; for if it be the purpose of the Council to grant the franchise, it should be done now in justice to the parties who will accept it, as well as to the public.

Mr. Bell concurred in the views presented by Mr. Tams and said that when he read the names of the signers to the remonstrance he was inclined to reconsider his own conclusions, for those gentlemen were of our best citizens, largely engaged in trade and should be heard in every particular. Whilst pondering the matter, he had gone upon Augusta street that afternoon and saw a large number of wagons there and trade briskly going on, and yet he saw no confusion, and at no time did he see that there would be the least difficulty for street cars to pass during the throng of business.

Mr. Butts was of the same opinion, and was an advocate for a street-railway. He resided out on Augusta street. Whilst others wanted it to go out, he wanted it to come in, and favored it for the growth and prosperity of the city, and could not see that it would be detrimental to trade. Referring to the signers, he said they were of course entitled to full consideration, yet they were few, in number.

Mr. Lightner replied to the three members of the council who had spoken, and, if possible, in a more vigorous speech than he made at first. He referred again to Light-Street in Baltimore which Mr. Tams had failed to consider when he stated the case as it existed in Baltimore.

The question was then called for and the vote demanded. The ordinance governing the franchise was again read, and the roll called, when all the members present, eight in number, voted aye, and the same was declared passed.

After the disposition of same other business, the Council adjourned.